

50815

Report of Survey for Repairs, &c., of Engines & Boilers.

(Received at London Office, JUN 21 1890)

No. 34 Date of Writing Report 20. 6. 90 18 90 Port of London
 No. in Reg. Book 34 Survey held at London Date, first Survey May 19 Last Survey June 19 1890
 on the Machinery of the S. S. "Vanessa" Master No. of Visits 5
 Tonnage } Gross 1139 Vessel built at Kwisth. By whom Palmer & Co. When 1872-2
 } Net 717 Engines made at When 1872 Boilers, when made (Main) 1885 (Donkey)
 Registered Horse Power 190 Owners J. Fenwick & Son Port London Voyage
 No. of Main Boilers 2 N° Surveyed Afloat & in Dry Dock Orchard Class of Vessel & Machinery 100 A 1.1.90
 Steam Pressure in Main Boilers 80 lbs. (State name of Dock.)
 in Donkey Boiler 60

Last Survey No. Port S.S. Nwc. No. 3-11.82 (As in Register Book, including dates of Special Surveys of Ship and of last Boiler Survey.)
 S.S. Nwc. No. 1-86 L.M.C. 8.86
 B.S. 7.89.
 + N.B. 85

Particulars of Examination and Repairs (if any) S. S. No 2.
 (State clearly the cause of Repairs if any, and, in detail, the nature and extent of Examinations and subsequent Repairs.) Repairs on account of Damage should be separated from Repairs due to other causes. State also the dates and initials of any letters respecting this case

Did the Surveyor personally go inside each Boiler separately (including the Donkey Boiler, if any), and make a thorough examination at this time?
 If this was not done, state for what reasons?
 And what parts of the Boilers could not be thus thoroughly examined?
 Also what special means, in the absence of internal examination, were adopted by the Surveyor to assure himself of the thorough efficiency of those parts of each boiler?

Vessel placed in dry dock, sea counter: examd: found to be in good condition, the propeller + its sound, + the tail shaft down $\frac{3}{16}$ in Stem bush. Examd: cyls, slides, air, circuitry, feed + bilge pumps + valves, all found in good condtn: crank + thrust shft. in good condtn: Main boiler examd: internally + externally: found " " Safety valves in good condtn: + set under stn: to W.P. of 80 lbs. Which boiler examd: found in good condtn: now retubed Safety valve in good condition + tested to 60 lbs.

General Observations, Opinion, and Recommendation:— The machinery being now in good + safe working condition renders the vessel eligible in my opinion to be marked in the Reg: BR. with L.M.C. 6.90 subject to the annual B.S. as per rule.
 (State clearly what alteration, if any, is suggested to be made in the existing classification and notification of the vessel's machinery in the Register Book, consequent upon this survey: thus, for example, B.S. 1/89, B. & M.S. 1/89, or L.M.C. 1/89, as the case may be.)

Office or Registration Fee (per Sec. 27).....	£ : :	Fees applied for
Survey Fee (per Section 28)	£ 4 : -	30/6 1890
Special Damage Fee (per Section 28)	£ : :	
*Certificate (if required) as per margin	£ : :	
Travelling Expenses (if chargeable).....	£ : :	
		received by me, 18/3 1891

Geo. J. Wiseman
 Engineer Surveyor to Lloyd's Register of British and Foreign Shipping.

Committee's Minute Lmlo 6/90
 Assigned
 TUE -1 JUL 90 FRI 22 AUGUST 1890 TUES. 17 FEB 1891 TUES 3 MARCH
 Lloyd's Register Foundation LON 690-0070

State, if a Report is now sent on the Ship, by or not, and when, the will be sent.

Transfer to 100, 9/12/89. & will be sent to the Committee. (M. 14. 1890)

Insert Character of Ship and Machinery precisely as in the Register Book

It is submitted that this
vessel is eligible to
have L.M.C. 6.90
recorded
N.A.
30.6.90



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